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Sailors Magazine



and SEAMEN'S FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY.

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CONTENTS.

MAGAZINE.	PAGE	MAGAZINE.	PAGE
Our Fifty-first Anniversary.....	161	Washington Territory, Seattle	184
The Seaports of the Bible.....	169	United States Naval Academy.....	184
Perfect Rest.....	172	Another Conversion from good reading...	185
The Framed Whale-ship.....	173	Progress of Loan Library Work.....	185
Vessels Lost at Sea.....	175	Trustees Elected	186
The Italian Mercantile Marine.....	177	Growth	186
Tonnage of European Ports.....	178	Obituary	186
Fear not, Thou Carriest Christ !.....	179	Sailors' Home, New York.....	186
The Turning-point of a Life-battle.....	179	The Waiting Isles.....	186
The Sailor's Text.....	180	Position of the Principal Planets for June,	
The Mariner's Mission.....	180	1879	186
Work Among Seamen.....	181	Marine Disasters in April, 1879.....	187
Labrador Coast.....	181	Receipts for April, 1879.....	188
Sweden, Helsingborg.....	181		
" Gefle.....	182		
Denmark, Copenhagen.....	182	LIFE BOAT.	
Germany, Hamburg.....	182	A German Story	189
Belgium, Antwerp	182	Tom's Victory.....	190
France, Marseilles.....	183	Loan Library Reports.....	191
Chelsea, Mass., Hospital.....	183	A Bird's Nest	191
New York City.....	184	A Little Talk to Boys.....	192
		"Cheer Him".....	192

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress, and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers ONE DOLLAR a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same.*

THE SEAMEN'S FRIEND

Is also issued as an eight page tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter*. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. *All Postmasters are obliged to register letters whenever requested to do so.*



Vol. 51.

JUNE, 1879.

No. 6.

OUR FIFTY-FIRST ANNIVERSARY.

The Anniversary of the AMERICAN SEAMEN'S FRIEND SOCIETY which was celebrated, 5th May, 1879, at 7: 30 p. m., at the Broadway Tabernacle, New York, was the third in the series of Anniversary week Services. A very large audience was present. The chair was taken, at the hour named, by WILLIAM A. BOOTH, Esq., one of the Vice-Presidents, (for seventeen consecutive years the Society's honored President), in the absence of RICHARD P. BUCK, Esq., President, who was detained from attendance, by illness.

In his opening remarks, Mr. Booth said:—

We are called together, again, to attend the Fifty-first Anniversary of the AMERICAN SEAMEN'S FRIEND SOCIETY. I am pleased, in the absence of the President, to preside at another anniversary of an organization with which I have been connected and whose anniversaries I have had the privilege of attending for many years.

In coming together, now, it is a source of gratification to myself and will be to each one of you, that we meet at the close of a year of successful work. At no former period, during over twenty-five years' connection with the Society, have I known the institution to be in a more efficient condition, doing its work more usefully, both in the home field and in the foreign field. It has its chaplaincies in many of the principal ports of the world; its libraries, now numbering nearly 6,500, are floating on every sea; its home work is strengthened and is progressing in every direction.

The institutions which it has aided in establishing, in former years,

have also been doing an efficient work. I say, 'institutions.' One of these is a Board for licensing Sailors' Boarding-houses, (in the city of New York). That organization was established by this Society. The law of the State, which was obtained through the influence of our Secretary, has been in operation a number of years, and during the last year it has been more efficient than at any former time. The duties of the U. S. Shipping Commissioner's office continue to be satisfactorily discharged. Its work has been done, perhaps more quietly, with less friction, and less opposition, than heretofore. In former years there was the most intense and unjust opposition to the shipping office, while now, I believe, it is largely in favor with the best merchants and the best shipping masters, and is patronized, largely by the sailors. In addition to its ordinary work, it does an excellent temperance work among seamen, for no seaman can be shipped or discharged, who is not in a proper state to sign his name. The Sailors' Boarding-house 190 Cherry St., has been standing there for nearly forty years, during which time it has accomodated almost 100,000 seamen. It has also been instrumental in changing, to some extent for the better, the character of other seamen's boarding-houses. It has now been so long in existence that it requires complete renovation and repairs. The Board of Trustees of the Society have decided to put the building in complete repair, altering, enlarging and re-modeling, making it fit for present uses with all modern improvements. That will cost not far from \$30,000, and the Board looks to the public to sustain them in thus making this institution what it should be for the accomodation of sailors, and what it should be to do credit to the city of New York."

The Rev. Dr. E. P. ROGERS of the South Reformed Church, then read the 60th Chapter of Isaiah, and offered prayer, after which the hymn "Cling not to a broken spar," by Rev. EDWARD HOPPER, D. D., Pastor of the Church of the Sea and Land, was sung by the choir of the U. S. Training Ship *Minnesota*, from the Brooklyn Navy Yard, under direction of Prof. HORTON. The boys who made up the choir, were twenty-four in number, and by their manly appearance, and their musical performances throughout the evening, they added materially to the interest of the audience in the services. At the close of this hymn, the Corresponding Secretary, Rev. S. H. HALL, D. D., read the following abstract of the Fifty-first Annual Report.

A few months ago, on the Sabbath before going to sea, five young sailors from the Brooklyn Navy Yard, representing five different nationalities, stood up together and in the presence of the great congregation, made a public avowal of their Christian faith, solemnly dedicating themselves to the life-long service of God.

They had been hopefully converted through the agency of one of our missionaries; and for their confession of Christ and spiritual enlistment, were drawn to a church where the Seamen's Cause, earnestly commended from the pulpit, is prayed for every Sabbath, and annually aided by generous gifts.

On the other side of the continent, our Chaplain at the mouth of the Columbia River and on the waters of Puget Sound, once a sailor, has been permitted to see his faithful labors crowned with success, and from British, German and Scandinavian, as well as from American vessels visited by him, many officers and men "turning to the Lord," and giving themselves in their life on the seas, to the spread of the Gospel and the saving of souls.

These incidents, identifying the kingdom of Christ, as embracing alike the land and the sea, happily serve to illustrate in its aims, its modes, its resources and its results, the work of the AMERICAN SEAMEN'S FRIEND SOCIETY. This work in its several departments has been prosecuted for another year with recognized usefulness, and the manifest approval of God.

Under the consciousness of an attained manhood, the Society started off from its SEMI-CENTENARY, formally celebrated in connection with our last Anniversary, to make the FIFTY-FIRST year of its beneficent career an improvement, if possible, upon all that had gone before. In many respects this purpose, as the record of the Society's operations exhibits, has been realized; for notwithstanding the stringency of the times and various unanticipated hindrances, nearly its full corps of Chaplains, Missionaries, Colporteurs and helpers—in this and foreign countries—with sundry necessary transfers and here and there a demanded re-enforcement—has been kept at work, and its activity in other directions vigorously maintained.

We would humbly record our gratitude for the opportunities for Christian work with which we have been favored and for the blessing of God which has rested upon our manifold endeavors. At home and abroad, directly and otherwise, the Society's influence for good has been more or less felt in well nigh every sea-port, and on all the oceans of the world.

The CHAPLAINS, MISSIONARIES, BIBLE AND TRACT DISTRIBUTORS, COLPORTEURS, helpers and others who have been aided (wholly or in part) from its Treasury, have wrought this year at St. John's, N. B., and on the Labrador Coast;—in the Scandinavian countries;—at Hamburg in Germany;—at Antwerp in Belgium;—in France, at Havre and Marseilles;—at Genoa and Naples in Italy;—at Yokohama in Japan;—in the Sandwich-Islands;—at Valparaiso, S. A.;—and in the United States at Portland, Or., and on the waters of Puget Sound,—at San Francisco,—Galveston,—New Orleans,—Pensacola,—Savannah,—Charleston,—Wilmington, N. C.—Norfolk,—Portland, Me.—Portsmouth,—Boston,—Rochester, Syracuse and Buffalo,—on the Erie canal and its connections,—and in the cities and vicinities of New York and Brooklyn. The labors of these devoted men have been blessed to the rescue, comfort and conversion of very many seamen. They have preached the Gospel in bethels and on ship-board, have visited sailors in the fore-castle, hospitals, and elsewhere, conversing with them, giving them the scriptures, and in every possible way befriending them, with reference to their temporal and spiritual good.

LIBRARY WORK.—The number of libraries sent out during eleven months ending April 1st, 1879, is EIGHT HUNDRED AND TWENTY-ONE, (of which TWO HUNDRED AND SEVENTY-THREE were new, and FIVE HUNDRED AND FORTY-EIGHT refitted) on vessels carrying 9,040 men; making the total number of new libraries sent out since the work was inaugurated, (1858-9), twenty-one years ago, SIX THOUSAND FIVE HUNDRED AND TWO; containing at least 349,328 volumes, and accessible by reshipment, to 254,295 men. The whole number of libraries shipped in the U. S. Navy is EIGHT HUNDRED AND NINETY-THREE, accessible at different times, to 101,680 men.

The number of HOPEFUL CONVERSIONS AT SEA, previously reported, (more than a thousand,) in connection with this single agency, has of late been largely increased.

The following letter, just received from a sea-captain, will serve to illustrate somewhat our library work, and show how it is esteemed by sea-faring men:

"NEW YORK, APRIL 25TH, 1879.

SEC'y OF THE AMERICAN SEAMEN'S FRIEND SOCIETY.

DEAR SIR:—I herewith submit the report of Library No. 4,386, which left this port February 1878, on the *Mary B. Dwyer*, on a trading voyage to the Cape de Verde Islands, thence to French, English and Portuguese settlements, where the vessel was sold to an English house and sent to London. During all this time I kept the library open to all comers, as well as the crews. Many of the volumes were read with marked interest. Everywhere I went I found a great demand for Bibles and Testaments, especially in Catholic countries. In fact, the first question asked me was, "Have you any Christian books?"

While returning from London, on the *Denmark*, of the National line, I had the library open to crew and passengers, the books being all in use at once, and some going all around, especially the Gospel and Temperance volumes. I received many thanks for the success of the AMERICAN SEAMEN'S FRIEND SOCIETY in the master's service.

I have also had the library with me, since then, on the bark *Ann Elizabeth* from New York to the Canary Islands, thence to St. Thomas and Cuba and back to New York, during which time it has been freely used by the crew, some of whom expressed themselves in warm thanks for the pleasure it afforded them. I am now to sail on the bark *Bridgeport* for the River Platte and think seriously, on my return from this voyage, God willing, of putting a library afloat in my own name.

Thanking you for the use of No. 4,386, and praying for the day when every vessel leaving our shores shall be a Bethel carrying the Gospel to every land,

I am yours, &c.,

DAVID WALLACE."

The same generous patron of the Society through whose liberality we were last year enabled to supply eighty-two of the U. S. Life Saving Stations, has continued his kindness in that same direction, so that now we have ONE HUNDRED of our libraries, ministering to the cheer, guidance, and encouragement of the hardy men who along the line of our sea-coast are seeking to rescue shipwrecked life and property. Most touching expressions of gratitude come to us from these desolate men, for the books sent to them and the interest shown in their culture and spiritual welfare.

In this connection it may be stated that the Sixth Annual presentation of books to the graduating class at Annapolis Naval Academy was made in June, 1878, and letters from the Chaplain, Rev. ROBERT HUDSON, U. S. N., through whose kindness the books were distributed, say that they were welcomed and appreciated.

THE SAILORS' HOME, 190 Cherry Street, has during the past year, accommodated 1,994 boarders. These men temporarily deposited with the Superintendent, \$28,247, of which amount, \$14,809 were sent to relatives and friends, \$2,776 were placed to their credit in the Savings Banks, and the balance returned to the depositors.

The whole number of boarders since the HOME was established, in 1842, is 95,194.

Relief has frequently been furnished to shipwrecked and destitute seamen. Some discharged from the hospitals as incurable, and some permanently disabled from accident or other causes, have here been provided with transportation to their friends, or assisted in their applications for admittance to the Sailor's Snug Harbor. Many also have found at the HOME, not only physical comfort, but the forgiveness of sin, and spiritual life and peace.

Family worship, (with a Wednesday and Saturday evening prayer-meeting, and other occasional services,) has been regularly maintained in the chapel of the institution, and the resident Missionary has been allowed to see his labors signally approved.

The much needed and long talked of remodeling, enlargement and virtual rebuilding of the SAILORS' HOME, has, after careful deliberation, been undertaken, and

the work, involving a large expenditure, is now in the hands of contractors, to be finished by the 1st of September. Special donations to that object, and also for the re-furnishing of the Home, will be gladly received. Safe and comfortable temporary accommodations for seamen are provided at 111 Monroe street, between Pike and Rutgers streets.

PUBLICATIONS.—The Society has published during the past year, 84,000 copies of the *SAILORS' MAGAZINE*, and for gratuitous distribution among seamen, in all, 20,000 copies of the *SEAMEN'S FRIEND*, and over 200,000 copies of the *LIFE BOAT*, for the use of Sabbath Schools throughout the land. These various monthly issues seem to be growing in popular favor, and are evidently regarded as valuable and useful. Three editions, of a thousand copies each, of Mr. PIERSON'S admirable tractate entitled "*SHIP'S LIBRARIES*," and a fourth edition of a thousand copies of the "*DUTY OF THE CHURCH TO THE MEN OF THE SEA*," by Rev. C. J. JONES, Chaplain at the Sailor's Snug Harbor, have been widely distributed. The several carefully prepared papers whose reading gave marked interest at our SEMI-CENTENARY have been printed, and wherever circulated, as with other smaller publications, have served to awaken attention to the magnitude of our work and its bearing upon the evangelization of the world. The *SAILOR'S TEXT BOOK*, and the *SEAMEN'S HYMNS* have been freely supplied upon application.

SPECIAL GRANTS.—Appropriations have been made at different times throughout the year in aid of special cases of distress among our sea-faring parishioners.

We were glad to befriend, in response to authorized appeals, the sailors in southern hospitals, during the yellow fever panic of last summer, and also the widows and orphans of those—one hundred and ninety and more—who were lost from Gloucester and elsewhere, during the terrible gales that have latterly swept along the New England coast.

We have also responded to earnest applications for help from Auxiliary Societies and independent Seamen's Missions; and by personal assistance have rendered a kindness to many a worn out sailor that we have reason to believe will not be forgotten, but have its promised "recompense of reward."

ACKNOWLEDGMENT.—Generous grants have been made us by the American Bible, Tract, and other societies, and various publishing houses in this and other cities have furnished us suitable books for our libraries at reduced rates. The Trustees of the Lindley Murray Fund, have shown us similar favor.

Prof. BULL, of the New York University, has for another year, made the astronomical calculations, which have added so much to the value of the *MAGAZINE*.

The leading private, as well as public hospitals of the city have received and gratuitously ministered to such sick seamen, as we have sent to them; and the Colored Home and Hospital in 65th Street has shown us like favors.

Several Railroad, Steamboat and Ocean Steamship Companies have also kindly responded when asked to assist in the transportation of disabled seamen to their homes, all which the Report most gratefully acknowledges.

FINANCES.—A statement of receipts and expenditures is made by the Treasurer at each monthly meeting of the Trustees, and upon approval is referred to an auditing Committee. These monthly statements for the year just closed, have been examined, compared with their vouchers, and found correct.

In the year ending April 1st, 1879, the receipts of the Society into its Treasury from all sources (including a small previous balance) have been \$76,440 89: expenditures, \$77,647 73. The local auxiliary Societies have reported of this, the sum of \$12,447 56.

Fifty-eight persons during the past year have been constituted Life Members, and four persons by a special donation of \$100 each to that end, have been constituted Life Directors of the Society.

IN MEMORIAM.—The Society has lost a valuable worker, in the death (March 14th) of Mr. JAMES E. SPENCER, himself a sailor, and converted at sea by the reading of a book from one of the Society's libraries. He came into our service in 1876, and since that time, by night and day, "in season and out of season," on ship-board and on shore has successfully wrought at winning souls. He was a faithful servant of Christ and is doubtless wearing, *now*, the faithful servant's crown.

At the close of the reading of the abstract, Rev. Dr. KERR of the Fourth Presbyterian Church in New York City, moved the adoption of the following resolution:—

Resolved, "That in view of the Fifty-first Annual Report, to an abstract of which we have just listened, it becomes us as friends and patrons of the Society, to record our sense of the divine goodness in sending us another year of successful work in behalf of sailors; that we have reason to congratulate ourselves upon the judicious management of the AMERICAN SEAMEN'S FRIEND SOCIETY, and to commend it to the Christian and philanthropic public as eminently deserving their confidence and generous aid."

In offering the resolution, Rev. Dr. Kerr spoke as follows:—

It is exceedingly gratifying, Mr. President, to hear such a report, and particularly so, I think, when we remember that this last year has felt the great financial stringency almost as much as its predecessor. It is very evident from what has been stated here to-night, that the MASTER, who in the days of His flesh chose many of his friends and disciples from the boats and boat-landings of Judea and Galilee, is still looking towards this class of our fellow men, and is proving his interest by continuing his special benediction upon this Society which has so long and lovingly labored in their behalf.

Rev. ISRAEL P. WARREN, D. D., of Portland, Me., Corresponding Secretary of the Society from 1856 to 1858, seconded this resolution, and said:—

I beg leave, to second the resolution which has been offered, and were I to consult my own feelings, I should like to have it extended backwards twenty years, to the time when I last had the privilege of being on this platform and closing the brief period of service which I rendered to this Society. This review of the working of the year, has been, with various changes, a review of the work of twenty years.

I recognize these agencies. The old Sailors' Home! What scenes of interest occurred there! These Chaplains! How many of them we were permitted to take by the hand, and welcome, as they came home! How many cheering letters we received from them in those days, twenty years ago! And this wonderful Library Work! It commenced, sir, at that very time. It has been going forward as one of the most conspicuous features of your work during all this period, and one upon which, apparently, the blessing of God has most significantly rested!

It seems to me,—I was not permitted to be here last year, at your Semi-Centennial, when you reviewed fifty years of work,—it seems

to me as we look back upon this entire period, that all the friends of seamen are called on to be very grateful to Him who rules the sea as well as the land, for the work of divine grace which has been carried forward in so remarkable a manner, in a field once thought so hopeless of any good result to the cause of Christ. I will not prolong these remarks, but I have pleasure in seconding the resolution which is due to the administrators of this service as well as to those who have labored in this work, and to Him who presides over all.

The resolution having been passed unanimously,—“Pull for the Shore” was sung by the young sailors from the *Minnesota*, when Rev. Dr. E. R. CRAVEN of Newark, N. J., addressed the audience, pleading for increased labors on behalf of seamen, with great directness and force. His remarks were in answer to the question,—*Why should we labor to evangelize the seamen?* and his points in reply were, that this should be done not only because of the words of Jesus,—“*Go ye into all the world and preach the Gospel to every creature*,”—but, 1st, because of their special needs; 2nd, because of their peculiar relations to us; 3rd, because of their peculiar relations to the evangelization of the world. He declared the work for which he was pleading to be a most hopeful one, and said that it should be prosecuted; 4th, because of sailors’ special aptitude for evangelization. Rev. Dr. Craven cited from the record of the remarkable revival of religion occurring last winter at our Mission in Portland, Oregon, to illustrate this assertion, and asked,—“What church in America can show a more blessed record in proportion to those brought under the influences of the Gospel?”

The Chairman then spoke of the large number of conversions to Christ, in connection with the Sailors’ Home in Cherry St., New York, and introduced Rev. Mr. McNAMARA who gave a modest but moving account of his own awakening and conversion while in attendance upon a Saturday evening prayer meeting at that institution.

A telegram was then read from U. S. Secretary of the Navy, Hon. R. W. THOMPSON, announcing his inability to be present, owing to the illness of his daughter, after which Rev. CHARLES R. TREAT of Greenwich, Conn., was introduced, and delivered an address in which he referred to the Semi-Centenary celebration of the Society in 1878, as having been a time for retrospection, and contrasted this Fifty-first Anniversary, with that one, as being rather an occasion for looking to the future, and asking what God will work for us, and by us for seamen, in the years to come. He also called special attention to the library work of the Society, giving impressive testimony to its value from personal experience and observation, on ship-board, and earnestly urged its support. It is a pleasant thing to know that, perhaps as a first fruit of the anniversary in its bearing on our

library work, a lady in the audience was led by what she then heard of it, to transmit \$100 to our treasury, for the issue of five new libraries which are already on their way, almost literally to the ends of the earth, and are now being read by the many sailors for whom they were so provided. The Rev. Mr. Treat closed his address with the declaration that it is for the disciples of Christ to say when the conversion of the abundance of the sea to God shall take place; and spoke words of cheer which should incite them to do it, speedily. We hope to present extracts from the speeches of Rev. Dr. Craven, and Rev. Mr. Treat, if not the speeches entire, in future numbers of the MAGAZINE.

The exercises were closed with the following remarks by Chaplain RAWSON of the U. S. Navy, succeeded by the doxology and benediction.

I wish to say a few words this evening because of my experience, as to the value of this Society, and also to add my testimony to what has been said in regard to the fact that connected with many vessels and meeting a large body of sailors, I have never yet found one single man of them who did not believe in Almighty God.

I know the value of these libraries sent on board ships. Some kind friend sent one on board the ship to which I was attached in the South Pacific, and I am ashamed to say, I never made any return to the Secretary in reference to it, because I was detached from the ship. But those books were read to death, read to pieces, so much so that I did not know how to get them together, and finally I had to collect the scattered remnants. I can also testify to the excellent selection of those books. Very often, books have been sent to sea, that were useless for the purposes of improvement,—old arithmetics, grammars, and geographies. But every book selected by the Secretary of this Society is a book that the sailor likes to read.

Chaplain Rawson then spoke of the young sailors on the *Minnesota*, and of the Christian and other work done for them, and closed by adding:—

There is great danger in the surroundings of seamen. You know somewhat about it; you cannot realize all. After having been for weeks and weeks confined to a vessel, they come on shore with a sudden freedom from restraint, and but too many are ready to tempt them into scenes where they may fall into shame and degradation. These men want to be upheld, to be guarded, as far as we can guard them, to be encouraged. Notwithstanding all discouragements, notwithstanding all the things that fight against them, I can testify that as a class they are noble, generous, honorable men. I do not know more honorable men in the world than sailors. They know what the meaning of the word *honor* is. Captain FROBISHER, in an article on the exploration of the Arctic Sea, said:—‘we found the ice strong, but we found God stronger, and He brought us safely through.’

And so it is with all Christian work. The discouraging and cold things are strong, but God Himself is stronger.

For The Sailors' Magazine.

THE SEAPORTS OF THE BIBLE.

BY REV. J. E. ROCKWELL, D. D.

V.—TARSHISH.

In the tenth chapter of Genesis we first meet with the name Tarshish as one of the sons of Javan, of the family of Japhet, who with his brethren settled the isles of the Gentiles and 'divided their lands, every one after his tongue, after their families, in their nations.' This name does not occur again until it is found in the 1st Kings, x: 22, in connection with the history of Solomon, of whom it is said 'the king had at sea a navy of Tarshish with a navy of Hiram.' In 2 Chron., ix: 21, the same fact is repeated with the addition that the 'king's ships went to Tarshish with the servants of Hiram.' In the same book at the xxth Chapter, Tarshish is again mentioned as a sea-port, to which the vessels of Jehoshaphat were destined, but which they did not reach. Twice in the Psalms mention is made of the ships of Tarshish.

Several times in the prophecies of Isaiah, Jeremiah and Ezekiel the same port is spoken of as evidently a great commercial centre.

And twice in the history of Jonah, Tarshish is alluded to as a port to be reached by a sea-voyage from Joppa. The exact position of this old mart of commerce thus frequently mentioned in the Old Testament, has been a subject of long and earnest discussion. From an apparent similarity in the names, it has been attempted by some writers to identify it with the Tarsus of Cilicia, which was long famous for its ship-building and where many important events occurred in connection with the history of Macedon and of Rome.

But there are too many serious objections to this view to its acceptance as a solution of the question. A less objectionable theory gives the name to several commercial centers which had grown up under Phœnician colonization, and which were associated with Tyre as their chief market for the disposal of their wares. The learned author of *Carthage and her Remains* advances this opinion and maintains with much ingenuity that the original and oldest of these centres was Carthage, whose foundations were laid 1234 B. C., by Phœnician colonists. He derives the name Carthage from a verb which means to cut, or make a compact, and Tarshish from one which signifies to break or subjugate, and holds that the one name was given to such colonies as amicably submitted to Phœnician rule, and the other to such as were obtained by conquest. Hence he affirms that there were several colonies bearing one or the other of these titles, not only on the Mediterranean coast but as far as the British isles.

That Carthage was the Tarshish of the Scriptures he seeks to prove:

1st. From the fact that the Chaldee paraphrase of the Old Testament renders the word Tarshish by Africa, as in Jer. x: 9, 'silver thinned is brought from Africa.' He also adds that Theodoret in his comment on this passage, calls Africa, Carthage.

2nd. The second argument is based on the famous Punic inscription found on a stone at Nova in Sardinia, and now deposited in

the Museum at Cagliari. It reads as follows: "At Tarshish was expelled the Father of Sardinia. Peace, O peace to him that came, Shalathan the son of Rashbon, the Prince of conquest."

Both tradition and history point to the Carthaginians as the colonizers of Sardinia, and this inscription seems to identify them with Tarshish, which appears to have been the early name bestowed upon this ancient Phœnician city, which for ages disputed with Rome the empire of the world.

3rd. The third fact which Dr. Davis adduces is that, according to Leo Africanus, Tunis was originally called Tarshish, and that the oldest mosque of that city, now closed because of its dilapidated condition, is known as the Tarshish mosque. If the facts thus appealed to were sufficient to warrant the belief that Carthage was the Tarshish of the Scriptures it would answer the question, which must often have arisen in the minds of students of the Bible, why Carthage, which in the time of the Kings of Israel was one of the most important cities of the world, is never mentioned among the histories of the word of God. But as there are other answers to this question so there are other theories as to the site of Tarshish.

If we recur to the name as it first appears in the Scriptures, we find it in connection with the people who established settlements in the northwestern parts of the Mediterranean, known in the Old Testament as the isles of the Gentiles. So also, we read in Isaiah lxvi: 19, "I will set a sign among them, and I will send those that escape of them unto the nations, (or Gentiles); to Tarshish, Pul and Lud, that draw the bow, to Tubal and Javan, to the Isles afar off." This

association of names at once make it evident that Tarshish was far to the West of Palestine where these words were written, doubtless some city in the south of Europe.

That it had intimate commercial relations with the ports on the Phœnician coast is evident from the fact that when Jonah desired to evade the duty of warning Nineveh, he found at Joppa a ship bound for Tarshish, on which he took a passage which was to terminate so strangely as to be ever after memorable.

Yet as the Scriptures have not distinctly stated where Tarshish was, we are to seek for a solution of the question by such facts as may shed light upon it, either as found in the sacred records or in the history which has come to us through other sources.

If we turn to Ezekiel xxvii: 12, we find that the products which came from Tarshish were silver, iron, tin and lead. These were the exchanges which purchased the riches of Tyre, and which were sold at her fairs, and by which her merchants were made rich. The enumeration of these articles in connection with Tarshish seems, in the opinion of most commentators, to point to the Spanish Peninsula, as the nearest and most likely region in which they were all to be found in such quantity as to become prominent articles of export.

Ancient writers speak of Spain as abounding in these very minerals, so much so, that even the stalls of their horses were decorated with silver, while some of the richest mines of tin and lead are even to this day found in that same region and iron also is abundant.

Here in this rich mineral region the Phœnicians early founded a colony, to which they gave the

name of Tartessus, selecting for its site the mouth of the ancient Boetis, now known as the Guadalquivir, and but a short distance from another of their trading ports, the modern Cadiz. Between this sea-port and the Phœnician Capitol a constant and remunerative intercourse was held in which the other cities of that region shared, for it would seem that the prophet Jonah found at Joppa a vessel bound for Tarshish which took passengers as well as freight at a certain and fixed tariff of charges.

The only difficulty which recurs in thus fixing upon this distant port as the ancient Tarshish, is the fact that in the Chronicles the Tarshish there mentioned seems to have been a port accessible to Ezion-Geber on the Red Sea. Thus we read (2 Chron. xx: 36), "And he joined himself with him to make ships to go to Tarshish and they made the ships in Ezion-Geber."

But in the 1st Kings xxii: 47, the same fact is referred to in these words, "Jehoshaphat made ships of Tarshish to go to Ophir for gold." There are four solutions of this difficulty which present themselves,—1st, that the compiler of the Chronicles copying from the Book of Kings probably used the words "of Tarshish" as designating not the character of the ships, but their destination, whereas the name "ships of Tarshish" as first used was simply intended to indicate the use and construction of the vessel, as we now say merchant-ships, or India-man.

2nd. If the ships built at Ezion-Geber were really intended for Tarshish, they may have reached there by the canal from the Red Sea to the Nile, or,—

3dly. It has been supposed there was another Tarshish in Africa or Southern Asia.

4th. There is a fourth answer to the problem, which is that the ships from the Red Sea actually reached Tartessus in Spain by the circumnavigation of Africa.

The first of these solutions seems the most readily to meet and remove the difficulty, and leaves us free to accept the fact that Tarshish was one of the most distant of the early Phœnician colonies, whose commerce was so rich and vast that it gave its name to a class of vessels known as ships of Tarshish, which thus became the symbols of commercial enterprise. The river on which it was seated was a thoroughfare down which came the wealth which, though it was to find its way to Tyre and to add to her greatness and glory, also made Tarshish a place of honor and renown. In those early ages Spain was the richest land in the world, both for her gold, silver and the baser metals. It was because of their lust for these products of the mines that the Phœnicians came thither and established their colonies. The affluence of gold and silver filled them with amazement, and led to the opening of that vast trade which was for ages kept up between the eastern and western limits of the Mediterranean Sea. And when the prophet would recall to Tyre her ancient glory that was soon to depart forever, he said, "Tarshish was thy merchant in all riches. The ships of Tarshish did sing of thee in thy market and thou wast replenished and made very glorious in the midst of the seas."

Jeremiah says again, (x: 9), "silver spread into plates was brought from Tarshish." And from this statement it would seem that this sea-port and its surroundings was the centre of manufactures and art as well as of commerce. The streets of that busy port were

alive with buyers and sellers, with merchants and artisans. Ship-yards lined the shores of that beautiful bay, noisy with the sound of the hammer, the saw and the chisel, and echoing with the cries of the workmen, as they plied their tools to shape and fit the timbers, or united in lifting them to their places and carried on their work towards its completion. Rafts and shallow vessels loaded with lumber or minerals or grain were gently floating down upon the tide. Ships were entering the port or spreading their broad sails for their long and perilous voyages, or receiving or discharging their freight, while the merry songs of sailors from Africa and Asia and Europe were mingled in one vast chorus of joyous and cheerful industry.

And yet all this prosperity was to cease and the very city to sink forever from the sight of man.

There is a wondrous significance in the contrast which the Psalmist draws (Ps. xlviii: 7) between the security and permanency of the Church and the instability of human greatness, "Thou breakest the ships of Tarshish with an east wind," while of Zion he adds, "God will establish it forever."

Tyre and Tarshish have alike passed away with all their wealth and power. Their names have disappeared, their commerce has ceased, their once busy harbors are silent and deserted, and other cities have risen to take from them their crown and sceptre, and to leave them desolate ruins, from which there comes but this sad lesson, "The Lord of Hosts hath purposed it to stain this pride of all glory, and to bring into contempt all the honorable of the earth."

And yet, while we read in the history of Tarshish, as of Tyre, the mutability of all human institu-

tions, there comes to us from the sacred oracle the assurance that even commerce shall eventually be tributary to the advance of God's kingdom, and of the highest interests of His Church.

In the 45th Psalm we read among those who shall grace and honor the Church in the day of her espousals to her great head, "the daughter of Tyre shall be there with a gift." And again, in the 60th Chapter of Isaiah, where the prophet describes the glory of the Church in the abundant accession of the Gentiles, "Surely the isles shall wait for me, and the ships of Tarshish first, to bring thy sons from far, their silver and their gold with them, unto the name of the Lord thy God, and to the holy one of Israel, because he hath glorified thee." Thus do the prophecies of the word of God perpetuate the name of this ancient seaport which has long passed away from the sight of man, by making it tributary to the honor and glory of the Church, and so while the name of the wicked shall rot, they who are in any wise identified with the Church in its conflicts and victories, or who contribute to its upbuilding and success shall be held in everlasting remembrance.

Perfect Rest.

I thank Thee, Lord, that Thou hast kept
The best in store.
We have enough, yet not too much
To long for more,
A yearning for a deeper peace,
Not known before.

I thank Thee, Lord, that here our souls,
Though amply blest,
Can never find, although they seek,
A perfect rest;
Nor ever shall, until they lean
On Jesus' breast.

Miss Proctor.

For The Sailors' Magazine.

THE FRAMED WHALE-SHIP.

BY REV. JOHN G. HALL.

Martha's Vineyard, like its sister island Nantucket, is an historic nursery of hardy seamen, who, for many generations, have sailed all seas, both in merchant ships, and in the oily whalers. From this source the island has been enriched by the "abundance of the seas," rather than by the products of the soil, or by "the fruit of the vine." The native grape that Bartholomew Gosnold and his fellow-navigators described as literally covering the ground, and filling the forests, has disappeared; together with the trees which these clamoring vines selfishly clung to, temporarily embellished, and eventually destroyed. The island is emphatically inhabited by sea-faring men, alike in, and out of, active service.

Dropping in, the other day, at the house of one of the many retired mariners of Edgartown, I noticed on the walls an unusually attractive picture, finely framed, of a large and comely whale-ship; represented as on the North West coast, with the crew cutting up her last "right whale," ere she spread her canvas for home. I was much struck by the rare execution of the print, the like of which I had scarcely ever seen, and remarked upon it to the owner. In reply, Mr. D——, himself formerly largely experienced in whale fishing,—having in that business doubled Cape Horn eighteen times, and the Cape of Good Hope once,—said, that the representation was faultlessly accurate, as, also, the print itself very costly.

It was sketched, he farther stated, by a gifted gentleman of New

Bedford, the owner of the ship, and taken by him to France, where it was engraved. And then he proceeded to say to me how the print came into his possession. "For," said he, "I must tell you."

After prefacing his narrative with the remark that the gentleman was, when he first knew him, by his own avowal, a sceptic in religion, he added, in substance, as follows:—

"Some years ago, after I became a Christian, I had occasion to go over to New Bedford, where I spent the night, putting up at one of the hotels. After attending a prayer-meeting at a neighboring church, when I came to retire to my room, and had shut the door, I took out my little testament, and, as my custom was at home, read a chapter aloud, and then kneeled down and prayed, also aloud, supposing myself unheard by anybody but God. And in the morning, when dressed, I did the same, and went down to breakfast, and then took a seat in the gentlemen's parlor.

"Not long afterward there came in a very fine looking gentleman, who immediately approached me, and said, in a very pleasant voice, 'Good morning, sir.' I answered, 'Good morning, sir,' and then he immediately addressed me as follows:—

"'Pardon me, sir, but my attention has been quite unusually awakened by what I over-heard last night, and again this morning, from your room, my own room being adjoining. And, if you will excuse me, I will also say, that I noticed you when you arrived yesterday afternoon, and learned where you were from. Also, as there was

advertised a great show, of an unusual character, in the Town Hall, for the evening, I was surprised to hear you inquire of some one, if there was a prayer-meeting near, and to express your decision for the prayer-meeting. As I knew you were from the Vineyard, a place so cut off from the main-land, I supposed, of course, that you would prefer to see the show.

“I, myself, went to the show; but either your choice of the prayer-meeting, or something else, caused me to be uninterested, and I very soon left it, arriving back at the Hotel in time to hear you say to some one, that you had had a precious meeting. And what I have just over-heard from your room, has much impressed me, in regard to this matter of religion, and if I am not going too far in my request, I would very much like to hear something of what you are wont to term, I believe, your experience.”

“At this,” continued Mr. D——, “I arose to my feet, sailor-like, and standing facing him, began telling somewhat of the way in which the Lord had been dealing with me. He, at the same time, took out his watch, a large and valuable one, and held it open in his hand, as though he had an appointment elsewhere to keep, which I afterwards found was the case. I narrated to him, as succinctly as I could, my religious experience; my change from being a wicked man, to a man of faith and prayer. In the meantime, others of the boarders began to gather up to us, so that by the time I got through there was a listening circle about us of a dozen or fifteen.

“‘Now,’ said the gentleman, (or Mr. A——, as I shall call him,) ‘I have listened to you for forty-five minutes, a thing which I would not have done for the greatest

Doctor of Divinity in the world; I never suffer them to speak to me on this subject; but in you I perceived what I judged to be perfect sincerity, and, moreover, I saw that you were an uneducated man, and not a professional one in this line. And allow me to say, that I have been exceedingly interested in your narration. Go on, sir, in your new life, your good course. Do God’s work, as you perceive it, without halting, or weariness. And now I must waive my breakfast, as I see by my watch, and go immediately to my office. Will you go along with me?’

“To this,” continued Mr. D——, “I consented; and joining arms we walked down the street together, talking all the way. The spacious office was handsomely furnished, and ornamented with pictures and prints, this one of the whale-ship among them, which immediately drew my attention. Noticing this, Mr. A——stepped up, and said that he had sketched it himself, and had had it engraved, in Paris, at a cost of five hundred dollars. And then telling me that he had an imperious engagement in another part of the city, and re-iterating the pleasure he had had in meeting me, and hoping that we should meet again, he shook my hand warmly, and we bade each other good-bye.

“About two weeks subsequent to this, there arrived at my door, (said Mr. D——,) on the Vineyard, a box, which, when opened, revealed this large and elegant print, handsomely framed, and carefully packed, accompanied by a letter from Mr. A——, in which he referred again to his great gratification in our interview, and also expressed anew his best wishes and hopes for my welfare, in this life and in that to come.

"One or two other letters passed between us afterwards, called out by a little return present of choice fruit that I sent him from the island; and then I heard from him no more, until, just recently, I perceive by the papers that, having traveled to a foreign land for his health, he has passed away from earth, in what state of mind, I am uninformed, but my hopes are for the best."

Mr. D—here ceased his narrative, and I bade him adieu. He himself is far from being in good health, and may possibly, not long hence, follow his interesting acquaintance into that wonderful country beyond. And if, when there, he finds that his Christian conduct in that hotel, his choice of a prayer-meeting in place of a popular show, his audible prayers in his bed-chamber, and his manly recital of his religious experience in the midst of a circle of strangers, were blessed by God to the conversion of a soul, how boundless will be both his gratitude and joy? Such wisdom as this, shall "shine as the brightness of the firmament, —as the stars for ever and ever."

But even while he here still lives, how thankful must he be, as often as he thinks of it, that God gave him the requisite grace and boldness for that most singular encounter with Mr. A—! And as a memento of it, even before his eyes, on the walls of his dwelling, how highly must he prize this framed picture of the whale-ship!

SOME PEOPLE stand confounded at the mysterious motions of the wheels of Providence. The stoutest heart is sometimes alarmed in contemplating them. But faith looks to him in whose hands the wheels and their motions are. It does not look at the wheels, it looks to the GREAT MECHANIC.—*Cecil.*

Vessels Lost At Sea.

No Tidings of Sixteen Missing Ships—Six Steamships and Ten Sailing Vessels Missing—Heavy Losses in Grain—Improvement in Stowing Cargoes of Grain.

The probable loss of the steamship *Bernina*, of the Great Western Steamship Company, which sailed from this port for Bristol, England, on March 29th, and has not been heard from since, awakens memories of other steamships which sailed from port and were never heard of again. Among these are the steamship *President*, which sailed from New York for Liverpool, March 11th, 1840; the steamship *Pacific*, of the Collins Line, which left Liverpool for New York January 23rd, 1856, and the steamship *City of Boston*, which sailed from New York by way of Halifax for Liverpool in January, 1870. Hundreds of people besides the crews were lost on these three vessels, and not a single person was rescued to tell the story of the wreck.

Five steamships—four British and one German—carrying freight, but no passengers, which sailed from the United States last winter, and one which sailed from England, are missing. Another became leaky and was abandoned. Four of these vessels were from New York, one from Boston, one from Philadelphia, and one from England bound to Montreal. Six of these were loaded with miscellaneous cargoes, principally grain, and it is thought that the grain, and the manner in which it is stowed, may have had something to do with their loss. From the marine records it appears that one ship and nine barks, beside a number of brigs, with cargoes of grain are also missing. Two steamers and sev-

eral sailing vessels have been obliged to return to port because the cargoes had shifted in a storm, making the voyage dangerous. There is a law which directs that in loading vessels with grain a limited quantity shall be stowed in bulk, and the rest in bags. When the grain is stowed in bulk, the underwriters require the inspectors to have ceilings and shifting boards built amidships on a line with the keel, to prevent the cargo from shifting when the ship rolls heavily. But it is claimed that many ships employ "independent" inspectors, and that in such cases the shifting-boards are so light that they give way the first time the vessel rolls; then the cargo shifts, and the centre of gravity is displaced. If this occurs in a very severe storm the ship is almost certain to be wrecked.

The first steamship missing this season was the *Copia*, from Barrow, England, bound to Montreal. She sailed from Barrow on September 11th, for Montreal, and has not since been heard from. The number of persons on board, and the quality of the cargo are not known here. She was an iron vessel, built in 1876.

The *Herman Ludwig*, which sailed from New York for Antwerp on September 28th, with a miscellaneous cargo, has disappeared without leaving a trace. She was an iron screw steamer of 951 net tonnage, built in 1870, and owned by Steinman & Ludwig, of Antwerp.

The steamship *Homer*, sailed from Boston for Liverpool on December 15th, with 43,000 bushels of wheat and other cargo, and no news of her has ever been obtained. The next steamship which disappeared was the *Zanzibar*. This was one of the vessels of the Fruit Merchants' Shipping Association, em-

ployed in bringing fruit from the Mediterranean. She belonged to what is called the Unicorn Line, and was chartered by the State Line to take the place of the steamship *State of Louisiana*, which was wrecked in December. She sailed from New York, January 11th, for Glasgow, with 2,103 barrels and 6,753 sacks of flour, 47,593 bushels of wheat, and other miscellaneous cargo. She was an iron screw propeller, of 1,460 tons, built in 1877, and was owned by W. Glynn, of West Hartlepool, England.

The steamship *Aberfeldy* sailed from Philadelphia for Ipswich, February 18th, with 60,000 bushels of corn, and in a heavy storm the vessel sprung a leak, the corn swelled and the vessel was abandoned. She was an iron screw propeller of 862 tons, built in 1875, and was owned by Groves, Maclean & Co., of West Hartlepool.

The steamship *Surbiton*, left New York for Rotterdam on February 18th, with a miscellaneous cargo, a large part of it being grain. The only clew of any kind concerning her was brought by the ship *Regent*, which picked up a boat on March 18th, with the name *Surbiton*, painted on the stern. The *Surbiton* was an iron screw steamer, built in 1877, of 883 tons burden, and owned by Watts, Milburn & Co., of Newcastle.

The steamship *Bernina*, of the Great Western Steamship Company, which sailed from this port March 29th, for Bristol, England, carried a miscellaneous cargo, including 66,650 bushels of grain. The *Bernina* was built at Newcastle, England, in 1876, and was owned in South Shields. She was of 1,161 tons burden.

Peculiar features in the loss of these vessels are that none of them carried passengers; that they were

English built steamships, with water-tight compartments and comparatively new, and that they were all of less than 1,500 tons in carrying capacity. The loss of property caused by these disasters is estimated at \$1,500,000.

The sailing vessels with grain cargoes from the United States which, in the past season, have been missing so long that no doubt of their loss is entertained, are: ship *Nuova Rattler*, from New York for Cette, with grain; barks—*Rockwood*, New York for London; *Fidente*, New York for Constantinople; *Proserpine*, New York for Bordeaux; *Eroe*, New York for Cette; *Giuseppino Cocurullo*, New York for Marseilles; *Ruben S.*, Philadelphia for Queenstown; *Rivadeo*, Baltimore for Sables d'Orlenes; *Sunlight*, Baltimore for New-Castle; *Vigilant*, Baltimore for Oporto. All of these vessels were of wood with the exception of the *Rivadeo*, which was of iron and built in 1855.—*N. Y. Tribune*, May 9th, 1879.

For the Sailors' Magazine.

The Italian Mercantile Marine.

The following figures, taken from official statistics, show the extent and character of the mercantile marine of Italy, on the 31st December, 1878. Since Italy became a united kingdom, her flag has become familiar in all the principal ports of the world, and in consequence of the economical way in which Italians sail their ships, they already rank as no mean competitors in the leading freight markets. During the last few years Italian ship owners, as well as those of other countries, have suffered from the dullness of trade, and shipbuilding has been prosecuted with less vigor than formerly. In

1878 the national yards supplied two hundred and sixteen sailing vessels, the aggregate tonnage of which was 27,889 tons, and three small steamships measuring together 79 tons; that is sixty-nine ships and 9,379 tons less than in 1877. In the same year twenty-seven vessels of 7,905 tons were purchased from other nations, and of these six were steamers of 3,536 tons. Iron ship-building is still in its infancy in Italy. With the exception of the monster iron-clads built by Government at Spezia, Leghorn and Castellamare, only small steamers have been attempted hitherto, and it will be long before Italy will be able to compete with other maritime nations in this department, owing principally to the want of coal and the consequent expense of working iron.

Excepting a few of the smaller coasting traders, all the steam vessels under the Italian flag have been built in foreign yards, and a large proportion of them bought at second hand. They can scarcely be said to represent fairly the enterprise of private capitalists, for it is well known that the seventy-seven steamers representing 43,297 tons, belonging to the *Rubattino* line, have been bought in great measure with public money, and these form about one half of the entire steam fleet of the Italian Mercantile Marine.

The total amount of shipping at the close of last year was eight thousand, five hundred and ninety ships with an aggregate tonnage of 1,029,357 tons, of which one hundred and fifty-two only were steamers measuring 63,030 tons. About three-fourths of the sailing vessels are small craft under 100 tons engaged in the various fisheries and in the coasting trade, so that there are less than two thousand vessels,

between sailing ships and steamers fit to be employed in long voyages, and of these only three hundred and sixty-four are between 600 and 1,000 tons, and nineteen above 1,000. It will thus be seen that the Italian mercantile marine is very small for a country holding such a geographical position, and boasting between 3,000 and 4,000 miles of coast between islands and mainland.

Of all the Italian ports, Genoa has always been the most important, and at the present day it ranks only second to Marseilles in the Mediterranean. Government has voted a considerable sum of money,

in addition to the twenty millions of francs given by a Genoese nobleman, for the enlargement and improvement of the harbor, and extensive works are now being carried on which are expected to make Genoa one of the first shipping ports of the world. Of the Italian vessels that are engaged in foreign trade, nine hundred and fourteen, measuring together 469,707 tons, hail from the province of Genoa, that is about one half of the entire number of sailing vessels and steamers above 100 tons.

D. M.

Genoa, Italy, 25th April, 1879.

Tonnage of European Ports.

The following comparative tabular statement showing the entry tonnage of the chief ports of Europe for 1878, was compiled by Col. Weaver, U. S. Consul, at Antwerp, Belgium, from information obtained from official sources, but chiefly from the United States consular officers at the several ports.

PORTS.	Tonnage of arrivals from foreign countries and dependencies.		Tonnage of arrivals of all vessels from the United States.		Total tonnage of arrivals of United States vessels.	Tonnage of coasting or interior river trade not comprised in totals of second column.
	STEAMERS.	TOTALS.	STEAMERS.	TOTALS.		
London,.....	3,028,505	5,250,814	224,074	584,722	92,105	3,869,460
Liverpool,.....	2,869,317	4,360,938	1,507,712	2,170,178	320,748	2,029,295
Antwerp,.....	2,169,374	2,779,956	154,231	438,321	43,660	1,512,093
Marseilles,.....	1,863,577	2,538,401	3,364	80,200	25,874	560,832
Hamburg, *...	1,732,460	2,233,929	116,496	206,616	+ 22,387	917,663
Havre,.....		1,882,286		508,854		310,492
Hull,.....		1,403,994	28,999	160,095	12,445	229,000
Amsterdam, *	748,801	1,104,008	none	112,417	+ 8,593	
Bremen,.....	503,802	1,012,238	203,318	515,457	36,963	
Southampton,..	825,610	880,528	91,914	106,413	304	265,089
Bordeaux,.....	529,526	855,181	3,444	119,425	15,647	467,912
Glasgow,.....	393,146	532,584	217,443	269,154	9,858	1,154,472

* For the year 1877. + For the year 1878.

IN THE YEAR ending at Michaelmas, 1878, 9,879 seamen, on board 463 English and 49 American vessels, visited the port of Marseilles in France. Of English speaking seamen on board Swedish, Norwegian and Danish vessels, there were about 3,000 or 4,000. The Seamen's Club and Reading Room at M. recorded on its Register, during the year, 5,255 visits, or 2,055 more than in the last previous twelve-month,—Mediterranean ports having been unusually busy since the opening of the Black Sea.

Fear Not, Thou Carriest Christ!

BY REV. T. S. PERRY.

"And he saith unto them, Why are ye fearful, O ye of little faith? Then he arose, and rebuked the winds and the sea; and there was a great calm. But the men marvelled, saying, What manner of man is this, that even the winds and the sea obey him!"

However loud the tempest,
The night however dark,
Fear not, O brother sailor,
If Christ is in your bark:
No storm will ever harm you,
The wildest e'er that blew,
If Christ, who stilled the tempest,
Sails in the ship with you.

So keep eye on the compass,
On helm a steady grip,
You will not strike or founder,
While Christ is in the ship.
Work on, and sing, my brother,
You ne'er will come to wreck,
For He who walked the waters,
Stands by you on the deck.

Then watch with eye unsleeping,
Strong be your heart and hand;
And He who brought the ship to shore,
Will bring you safe to land;—
The land of calm and sunshine.
Where, storms and perils o'er,
Safe moored within the harbor,
You'll sail the seas no more.

The Turning-Point of a Life-Battle.

There is such a thing. I was reminded of it years ago while passing through Charles street, Boston, in company with a friend, a thriving merchant, who, though young, was famous for his success and liberality. At a certain point near the church, where Dr. Sharp was then the preacher, he paused suddenly, and exclaimed:

"Stop a minute! Just here I once fought for my soul's life, and by the grace of God got it."

"Pray tell me about it," I replied.

"It happened in the time of my clerkship," said he, "soon after coming from my country home to the city.

"I left my room one Friday evening for a stroll by this Back

Bay. While standing here a moment I was hailed by a young clerk, whom I had often met in Kilby street. He was two years older than myself, smart, clever, with an air and manners that were to me very attractive.

"Looking toward 'the Hill' over there—then notorious for its haunts of illicit pleasure—he said, 'I'm so lucky to have met you. Now come up the hill with me; we'll have such a nice time.'

"Young and social myself, it seemed impossible to resist. How could I? Having taken a few steps toward 'the Hill,' all at once the sight of the chapel in the rear of the church reminded me of an indefinite promise I had made to an old friend, that I would join him 'some time' on a Friday evening at the weekly meeting there. But I was moving 'the other way.' It seemed now as if I heard his voice of warning, 'If you go yonder tonight you will never again feel like going to the chapel. Which party will you join? Answer.'

"It was the crisis of my life. Here I stood where two ways met. The debate was torture. I prayed inwardly. Power came. I stopped short, mentioned the pledge given to my older friend, bowed off, and hastened to the chapel.

"What a welcome I had there! I soon felt myself at home, and am at home there yet, in companionship with a band of young men, true fellow-workers, who are trying, under the leadership of Christ, 'to make the world better for being in it.'"

The epitaph of this "good soldier" may be found at Forest Hill Cemetery:—

"TO NATHANIEL RIPLEY COBB,
"Died May 22, 1834, aged 36, and during a mercantile career of twelve years dispensed upward of forty thousand dollars."

The Sailor's Text.

SOUNDINGS.

"Prove your own selves."—2 Cor. xiii. 5.

There is no sea half so treacherous as the human heart. Reader! be ever letting down your sounding line. Examine your state before God. Better to discover your real condition now, than to have your keel grazing the rocks of destruction, and find yourself, when it is too late, a wreck for Eternity!

"Sound" yourself, and see whether you carry about with you an habitual sense of the Divine presence. Do you love holiness? Do you hate sin? Do you shun temptation? Do you take pleasure in God's Word? Do you set aside some brief time every day for prayer? Do you not only believe in Christ as your Saviour, but do you follow Him as your Great Example? Do you strive to love Him—serve Him—trust Him—obey Him—and honor Him before others? Having fled to Him on a Throne of Grace, are you prepared to meet Him on a Throne of Judgment?

"Whene'er becalm'd I lie,
And all my storms subside,
Then to my succor fly,
And keep me near Thy side:
Far more the treach'rous calm I dread,
Than tempests bursting overhead."

For the Sailors' Magazine.

The Mariner's Mission.

Musing on the past, thinking of the broad space of ocean I have sailed over, the different ports I have entered, and the people of different climes with whom I have conversed, I have asked myself many times, how much have I done to save the fallen race? Though I may often have spoken words of cheer to those that were in darkness; and distributed the inspired words of God, and Christian reading which carries light to heathen lands, still there is much more I could have done. And there is an inspiration within, calling me to make one more effort in His holy name to try and turn some erring one to the Savior.

I cannot think of mariners in any other light, than as the missionaries of the world. The sailor steps on board his noble ship; he sails from port to port, he carries with him the inspired Word of God, he holds it out to the unconverted, he tells them of a Savior's love, he

kindly persuades them to cast away their idols made with hands that perish in a day, he invites them to worship the true and living God, who enlightens the dark and groveling minds. He tells them of his own bright, Christian home, of the Sabbath-school and its teachers, of the grey-haired pastor, standing upon Zion's walls, proclaiming the gospel; how he listened to those teachers; how the Spirit came, as though borne on angel's wings of love, bearing him higher and still higher, until he was ready to enter the portals of heaven.

Again he tells them of his childhood home, of his sainted mother, and the dear old cradle hymn, sung so softly, sweetly, and plaintively,

"Hush my dear, lie still and slumber,
Holy angels guard thy bed,
Heavenly blessings without number
Gently fall upon thy head!"

Again he tells them of that prayer of which his dear mother always reminded him when he quietly laid his head upon his pillow,—

Now I lay me down to sleep,
I pray the Lord my soul to keep.
If I should die before I wake,
I pray the Lord my soul to take.

Mariners! as you carry these loved stories to foreign lands,—never I beg you, tire in your Master's work. Speak of the Savior's love, to each other, of His sufferings on Calvary, of his last commands on earth. Speak of "His mighty love, mighty to save."

Speak to your shipmates of temperance, how it ennobles man. Tell them to look not on the wine cup when the wine is red, to turn from it, to pass by it, touch it not. It will bite like a serpent and sting like an adder.

Think of that great and noble gift that God has given you, your immortal soul. Think of it in the quiet watches

of night, when the moon is riding high in the heavens; when the stars remind you of loved ones now far up in the city of light. As you pace the deck of your ship remember all these things, and then think of the mission God has assigned you. So, plant the gospel in foreign lands. There it will bud and blossom, and bring forth fruit fit for the Master's use. Raise your own standard high to the wind, that it may float out in the breezes of heaven, and carry glad news all over the world. Be strong in Christ's strength, perfect in His perfectness, glorified in His glory, that thou mayest so pass through this trouble-filled world, and in the world to come have life everlasting!

Carver's Harbor, Vinal Haven, Me.

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

Labrador Coast.

REV. S. R. BUTLER, writing from Esquimaux River, January 28th, says that the weather last winter was remarkably mild. Up to the 15th of that month, traveling on the ice was not practicable; usually it is so in November.

Their winter settlement was larger than usual. The school prospered, under the care of Miss HAMPTON of Montreal. Children were very eager to learn, often running off in the morning without breakfast, when they heard the school-bell ring. In spiritual matters, the outlook was not so promising. New families moving into the settlement had caused some disturbances. Mr. Butler deprecates this, but adds:—"the hand that is guiding us is still the same as in the past, and in the right time, no doubt, will bring good out of the seeming evil. There are a faithful few who stand firm, and they are a comfort."

A new Wesleyan Mission had been started at Red Bay, sixty miles distant. Besides that, Mr. Butler knows of no

nearer mission than the Moravian, 400 miles to the northward. To the west, there is nothing but Roman Catholicism, until Quebec is reached; the mails are carried a good part of the way by men traveling on foot from the lower St. Lawrence, and the last two to three hundred miles by dog-team.

Sweden.

HELSINGBORG.

During the first quarter of this year, Rev. N. P. WAHLSTEDT visited vessels as usual, and was kindly received by sailors. The Association of ladies for the sailors' mission had furnished twenty-two vessels with Bible-bags which were very thankfully accepted. Christian friends had also begun to hold tea meetings for seamen, at one of which Mr. W. presided. Fifty to sixty sailors were present. Prayer and addresses from sailor missionaries were accompaniments of the other exercises. Bible cards were also distributed, and a choir sang hymns.

GEFLE.

Laboring here and in this vicinity, in January, February, and March, Mr. E. ERIKSSON had great success in his work. At Soderhamm, twenty-five converts joined the Baptist church, and additions were also made to the churches in Gefle. In Shutskar, scores of men and women were brought to Christ, and special prayer seasons have been continued since the week set apart for that service in January.

Denmark.

COPENHAGEN.

Letters from Rev. ANDREAS WOLLESON, dated in April, speak with much cheer of the continued good work of God among sailors, in connection with the mission services. Navigation had commenced for the season, the ice having broken up, and cases of special religious interest were occurring among the men to whom he was privileged to preach the Word of Life.

Germany.

HAMBURG.

From this mission, to which we have sent for a year or two past, such aid as has provided for special religious attention to American sailors, Secretary EDWARDS writes us:—

“We expect to begin building immediately,—the building and grounds to cost about £4,000. But we are to have rents coming in from the cellar and two stories, which will not be needed, at least at first, for the Institute. The Bethel will be large enough for 150 seamen. Captains will have a room for themselves, and the sailors will have a large reading room. Besides this, there will be an excellent home for our Missionary. We expect to lay the foundation stone in June.”

Antwerp, Belgium.

We reprint from a late number of the *Brussels Belgian News and Continental Advertiser*, what its Antwerp correspond-

ent says of a gentleman in whom our Mission there has long had a firm and most serviceable friend.

“The official confirmation of the nomination of Colonel WEAVER, United States Consul at Antwerp, to the post of Consul-General at Vienna, has been received with sincere regret in our commercial and official circles. During a residence of nine years he has gained the esteem and respect of all who have been brought into contact with him, and while his departure is regarded as a loss that cannot easily be repaired, he is receiving the hearty congratulations of his many friends on the well-merited recognition of his services. “Colonel Weaver,” says the *Précurseur*, the leading paper here, “took a great interest in the development of our trade, and especially in that of our maritime and commercial relations with the United States. By valuable reports to his Government, from which we have often extracted important information, and by his personal influence in matters which he has often brought to a successful conclusion, Colonel Weaver has contributed as much as lay in his power to the prosperity of the port of Antwerp. Most punctual in the discharge of his official duties, active and laborious, he has never neglected an opportunity of rendering service to the merchants of Antwerp trading with America. There is no exaggeration in saying that his personal activity has greatly promoted the large increase in the arrivals of vessels from the United States at Antwerp, which, from 62,367 tons in 1869, had risen to 438,321 in 1878, or seven-fold.” The career of Col. Weaver, says the same journal, shows what can be done by a man of energy and intelligence. He was formerly editor, and is still one of the owners of the *Republican* newspaper, and as such occupies an influential position in the American press. His rank of Colonel was earned during the late war. On leaving the army he became professor of

mathematics and military tactics at the university of West-Virginia, until he was named United States Consul in Italy, where he remained only one year, and was then transferred to Antwerp. Col. Weaver will probably leave towards the middle of May. He will be succeeded by Mr. John H. Steuart, now Consul at Leipzig."

The following resolution expresses the sentiments of the Board of Trustees of our own Society, in view of the departure of Col. Weaver from Antwerp.

"The Trustees would avail themselves of the occasion of the retirement of J. RILEY WEAVER, Esq., from the position of U. S. Consul at Antwerp, Belgium, to record their high personal regard for him, and their sense of obligation for the manner in which he has discharged the difficult and delicate duties of his office, in which, as they have reason to believe, he has ever sought the highest welfare of seamen, rendering also, at all times, to those in our service there engaged in evangelical efforts in behalf of sailors, such counsel and aid as have been compatible with his official relations to the Government he has represented with honor and success.

We would express the hope that in his new position, he will find an ample and agreeable field for his distinguished abilities."

France.

MARSEILLES.

"Since I last wrote you," says Chaplain D. S. GOVETT, "we have a new American Consul, Mr. GOULD, who was at Birmingham, Eng., for nine years. I am thankful to say he takes a great interest in our Sailors Club, coming, at times, to the Sunday evening service, and at times reading from modern authors, at our weekly meeting." Ladies and gentlemen have recently provided a literary entertainment for the sailors, and Mr. G. adds,—“evangelical and temperance work are not neglected."

Chelsea, Mass., Hospital.

"Capt. ANDREW BARTLETT," says the *Boston Journal* of April 22nd., "conducted religious worship in the Marine Hospital yesterday evening between 6 and 7 o'clock. After singing a hymn, and prayer, he read the 34th psalm, and explained the promises as he read, calling the attention of the convalescent seamen to their importance for their future encouragement when beset by the hardships and privations incidental to their lives at sea, and the temptations to which they were exposed ashore. The promises of the Old Testament were confirmed and intensified by the teaching of Jesus, who came to seek and to save those who were lost. The salvation from sin which he taught was free to all, for all were under sin, until redeemed. He earnestly entreated the seamen not to let another day pass without giving themselves unreservedly unto the Lord, who was ever standing to receive them with outstretched arms. All who had done so could bear witness to the comfort and peace which they enjoyed, and the blessed hope of eternal joy and happiness. There was no mystery in religion, its requirements were plain and simple, easily to be understood, and blessed in their consequences.

"There were three other persons present who spoke and prayed in the same way and assisted in the singing, which was also led by Captain Bartlett. Since the good Dr. Bancroft was removed, a new set of rules has been adopted for the government of the hospital. During his administration each of the evangelical denominations in turn, used to assist in the religious exercises, now only three persons with Capt. Bartlett are admitted; on the plea that more are liable to disturb the patients. There are only 22 in the hospital at present, and of these only 10 were able to attend. The services were held in one of the upper wards. Capt. Bartlett has been a regular attendant at the hospital for nearly 21 years, and during that time some 15,000 pa-

tients have been admitted, and of these 929 have been converted. During the past year 34 have experienced religion. At present the hospital is in charge of FRANCIS H. BROWN, M. D., and is a model of neatness in all its departments."

New York City.

The thirty-fifth anniversary of the Protestant Episcopal Church Missionary Society for Seamen in New York, was lately held at the Church of the Heavenly Rest. The annual report of the Society was read after the conclusion of the regular service. From this it appeared that the missionary work of the society at its three missions, the floating Church of Our Savior, at the foot of Pike St., the reading-room on the pier at Coenties Slip, and the Chapel of the Holy Comforter, at No. 565 West St., had been the means of bringing aid and comfort to many of the class which it is the peculiar object of the society to reach. Nineteen thousand Bibles, testaments, prayer-books, religious works, papers and tracts have been distributed among the boatmen and seamen. Over 800 sailors took advantage of the comforts of the new Sailor's Home, at 381 Pearl St. That the sailors appreciate this, the report says, is shown by their frequent returns to it, and by the large amount of money (\$28,520 47) that they have intrusted to the society's care. The expenses of the society during the past year have been less than \$10,000. Yet to meet this amount the society has been forced to obtain a loan of \$1,400. The Rev. SAMUEL COOKE, D. D., rector of St. Bartholomew's Church, preached the anniversary sermon.

Seattle, Washington Territory.

In April, our Chaplain STUBBS of Portland, Oregon, acting for the Portland Seamen's Friend Society, leased for three years, at Seattle, suitable apartments, to be used as a Seamen's Bethel, Coffee and Reading Room. The Chaplain has

in some sense, carried his "war into Africa," these rooms being next door to the "Centennial Saloon."

United States Naval Academy.

PRESENTATION OF BOOKS TO THE GRADUATING CLASS.

The seventh annual presentation occurred at Annapolis, Md., May 18th, and proved an occasion of unusual interest.

Commodore PARKER, through whose kindness a Sabbath had been assigned for the service, lay prostrate with what is feared to be his last sickness, but the acting Superintendent, Commodore F. V. McNAIR, certainly did everything in his power to facilitate the desired and accomplished success.

The day was lovely, and Annapolis was in its best attire. The Academy grounds could not have looked more attractive, and groups of young people and children here and there, mostly from the officers' families, enlivened the whole scene.

At the hour appointed, and with military order and precision, the members of the Academy assembled in the beautiful chapel, making a congregation, including the professors and others connected with the institution, of between four and five hundred, and that of more than ordinary thoughtfulness and culture.

After the regular morning prayers, conducted by the Chaplain, Rev. ROBERT HUDSON, a brief address was made by its Corresponding Secretary, Rev. Dr. HALL, of New York, explaining the object and operations of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its relation to the special service at hand, also introducing the Rev. Dr. A. A. WILLITS of the Arch Street Presbyterian Church, Philadelphia, who preached a most admirable and effective discourse to the young men on the duty of "serving their generation according to the will of God."

This was followed by a memorial gift

of books to each of the graduating class, sixty-five in all, according to the intention of those christian ladies, who originated the movement, and who continue to follow it with their sympathies and prayers.

In the evening, upon invitation from Captain MERRILL MILLER, the visiting gentlemen attended the prayer-meeting of the Young Men's Christian Association of the Academy, held on the practise-ship *Santee*. There were about sixty cadets in attendance, many taking part and all evidently enjoying the service. The meeting was presided over by a young Japanese, ranking very high in his studies, and having the esteem and respect of his classmates and instructors.

The services throughout the day seemed to give great satisfaction, and the expressions of officers and students encourage the belief that good was accomplished thereby.

Thanks are due to Commodore McNAIR and Captain MILLER, and especially to Chaplain HUDSON for various courtesies and invaluable aid in arranging for the successful visit.

Another Conversion from Good Reading.

Brigadier General UPTON writes from Fortress Monroe, Va., as follows, in answer to our invitation that he attend the presentation of books to the cadets at the U. S. Naval Academy, on the 18th May.

FORT MONROE, May 16th, 1879.

My Dear Sir:

Your kind favor of the 15th, is received. Could I be at Annapolis next Sabbath it would give me great pleasure and satisfaction to witness the presentation of books to the naval cadets, but duties which cannot well be laid aside will prevent my attendance. To-day, at the instance of Mrs. Martin, I wrote to the American Tract Society relative to the books to be presented to cadets at West Point.

If the cadets of the two Academies will but take each his volume to his first station, the seed planted cannot fail to bring forth good fruit.

Only last summer, a gentleman now in civil life, but a cadet a class or two ahead of mine, at West Point, told me that he owed his conversion, while stationed in Arizona, to the *Life of Capt. Vicars*, which providentially came into his hands.

With many thanks for your kind letter, believe me,

Very truly yours,

E. UPTON.

Progress of Loan Library Work.

The following statements exhibit in tabular form, the increase of our Loan Library work, from its systematized beginnings, twenty-one years since. No one who intelligently examines it and comprehends what these figures mean, can fail to be assured of God's recognition and blessing upon a work which has so steadily and evenly come to its present magnitude. The virtual provision of TWELVE THOUSAND LIBRARIES for the men of the sea, such as we have thus sent out, is a marvellous fact in the history of agencies for their evangelization.

	New Libraries sent out.	Reshipment of same.	Total.
In 1858-9..	10		
" 1859-60..	94		
" 1860-61..	113		
" 1861-62..	117		
" 1862-63..	218		
" 1863-64..	421		
" 1864-65..	396	475*	815
" 1865-66..	307	252	559
" 1866-67..	534	219	753
" 1867-68..	437	320	757
" 1868-69..	387	400	787
" 1869-70..	359	425	784
" 1870-71..	326	400	726
" 1871-72..	312	424	736
" 1872-73..	360	384	744
" 1873-74..	388	456	844
" 1874-75..	460	438	898
" 1875-76..	326	464	790
" 1876-77..	307	492	799
" 1877-78..	386	497	883
" 1878-79..	244†	498†	742†
	6,502	6,144	12,646

* Total reshipments to that date.

† For eleven months only, to April 1st, 1879.

Trustees Elected.

At the meeting of the Society, held at the close of the late Anniversary, the following gentlemen were elected Trustees for three years, or until May, 1882 :

RICHARD P. BUCK, Esq.,
 REV. H. LOOMIS, D. D.,
 WM. A. BOOTH, Esq.,
 REV. E. D. G. PRIME, D. D.,
 ANTON A. RAVEN, Esq.,
 HORACE GRAY, Esq.,
 REUBEN W. ROPES, Esq.,
 CHARLES F. HARDY, Esq.

Growth.

If there has ever been a month in the history of our Loan Library work, now in the twenty-first year of its prosecution, during which so great a number of libraries have been shipped as in April, 1879, the fact is unknown to us. By the LIFE BOAT, printed with this number of the MAGAZINE, our readers will see that we then sent out THIRTY NEW LIBRARIES, and made SIXTY-FIVE RESHIPMENTS, a total of NINETY-FIVE; from our Rooms in New York and Boston. These contained 3,384 volumes, and were accessible, on the vessels where we placed them, to 1,123 sailors.

Obituary.

Since his annual contribution in aid of our work, reported in the present number of the MAGAZINE, Admiral GODON of the U. S. Navy, has died. He was esteemed for his private as well as for his public virtues, and everywhere made friends for the cause of truth and righteousness. An extended notice of his life and character will appear hereafter.

Sailors' Home, 190 Cherry Street.

Mr. F. ALEXANDER, Superintendent, reports one hundred and fifty-nine arrivals at the HOME, during the month of April, 1879. These men deposited with him, for safe keeping, the sum of \$2,250, of which \$125 was sent to the Savings

Bank, and \$930 to relatives and friends, —the balance being returned to depositors.

Twenty men were shipped without advances, during the month, and four were sent to the Hospital.

For the Sailors' Magazine.

The Waiting Isles.

BY REV. CHARLES WHEELER DENISON.

I.

Far in the ancient regions
 Of darkness and of crime,
 When Satan's serried legions
 Swept wide the bounds of time;
 When all Judea's borders
 By heathen feet were trod,
 On Zion's isles her warders
 Waited the law of God.

II.

When inland tribes were quaking
 Beneath the Serpent's might,
 Messiah's star was breaking
 On many an island night;
 By eldest Jewish waters,
 Jehovah's prophets saw
 His island sons and daughters
 Still waiting for His law.

III.

Since then, what Heavenly lustre
 Beams on the great wide sea!
 The isles, in many a cluster,
 Have heard of Calvary.
 The cross has told its story
 A listening world around;
 And realms of endless glory
 Have echoed back the sound.

IV.

The captive islands waited,
 And oh! how sure it came!
 God's ships, with mercy freighted,
 Published the Savior's name:
 God's sailors bravely bore it
 To many an island shore,
 Till idols fell before it—
 Man worshipped them no more!

Position of the Principal Planets for the Month of June, 1879.

MERCURY is a morning star during the fore part of this month, rising on the 1st at 3h. 44m., and north of east $21^{\circ} 43'$; is in superior conjunction with the Sun on the evening of the 18th, at 6h. 49m.; after this, is an evening star during the remainder of the month; is in conjunction with the Moon on the afternoon of the 19th at 5h. 54m. being $1^{\circ} 4'$ south of that luminary.

VENUS is an evening star, setting on the 1st at 10h. 39m. and north of west $36^{\circ} 39'$; is in conjunction with the Moon at

8m. before noon on the 23rd, being $4^{\circ} 1'$ north.

MARS is a morning star, rising on the 1st at 1h. 19m., and south of east $5^{\circ} 24'$; is in conjunction with the Moon on the evening of the 12th at 6h. 51m., being $7^{\circ} 45'$ south; is in conjunction with Saturn on the afternoon of the 30th at 2h. 30m., being $1'$ north.

JUPITER crosses the meridian on the morning of the 1st at 6h. 14m., being then $8^{\circ} 19'$ south of the Equator; is in quadrature with the Sun at 57m. past midnight on the 2nd; is in conjunction with the Moon at 14m. before midnight on the 10th, being $5^{\circ} 23'$ south.

SATURN is a morning star, rising on the 1st at 2h. 24m., and north of east $4^{\circ} 7'$; is in conjunction with the Moon on the afternoon of the 13th at 6h. 43m., being $8^{\circ} 6'$ south.

N. Y. University.

R. H. B.

Marine Disasters in April, 1879.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month was 66, of which 33 were wrecked, 15 abandoned, 4 burned, 2 sunk by collision, 7 foundered, and 5 are missing. The list comprises 2 steamers, 4 ships, 12 barks, 6 brigs and 42 schooners, and their total value, exclusive of cargoes, is estimated at \$1,165,000.

Below is the list giving names, ports, destinations, &c. Those indicated by a *w.* were wrecked, *a.* abandoned, *b.* burned, *s.c.* sunk by collision, *f.* foundered, and *m.* missing.

STEAMERS.

Surbiton, *m.* from New York for Rotterdam.
Great Republic, *w.* from San Francisco for Astoria.

SHIPS.

Lake Michigan, *m.* from Portland for London.
Lancaster, *b.* from Galveston for Liverpool.
India, *a.* from Rio Janeiro for New York.
Batavia, *w.* from New York for Shanghai.

BARKS.

Homeward Bound, *w.* from Amsterdam for New York.
Kingdom o' Fife, *a.* from Samarang for New York.
R. C. Bulgin, *m.* from Galveston for Liverpool.
Nordmaling, *w.* from Galveston for Liverpool.
Emma C. Beal, *w.* from Liverpool for Gloucester.
Norina, *w.* from New Orleans for Gibraltar.
Hunnus, *w.* from Baltimore for Bordeaux.
Bretagne, *m.* from Pensacola for Greenock.
Ada, *a.* from Almeria for Philadelphia.

Velocity, *s.c.* from Hull for Philadelphia.
Oriental, *w.* from Philadelphia for Queenstown.
Panola, *s.c.* from New York for Havana.

BRIGS.

Bertha Heyn, *w.* from San Francisco for Rio Grande.
Manzanilla, *w.* from Calais for New York.
Gazelle, *w.* (at Natal, Africa).
Isaac Carver, *w.* from Cardenas for Delaware Breakwater.
H. H. McGilvery, *w.* from Calais for New York.
Eliza Morton, *w.* from Portland for Matamoras.

SCHOONERS.

A. W. Collins, *m.* from Hayti for New York.
Jas. M. Vance, *w.* from New York for Chickahominy.
Julius Webb, *w.* from Virginia for New York.
Kate McLean, *w.* from New York for Westery, R. I.
Ida L. Ray, *w.* from Bucksport for New York.
E. G. Edwards, *w.* from Philadelphia for Boston.
Allie Oakes, *w.* from South Amboy for Boston.
Emma, *w.* from Perth Amboy for St. John, N. B.
John W. Hall, *w.* from Philadelphia for Boston.
Arctic, *w.* from Port Johnson for Danvers.
Dan'l Brittain, *w.* from Boston for Philadelphia.
Gem, *b.* from Rockland for New York.
Rose, *w.* from Lubec for Boston.
A. H. Edwards, *w.* from Richmond, Va. for Boston.
Volant, *w.* from Eastport for Boston.
Clara Merrick, *f.* from Philadelphia for Wilmington, N. C.
Lily B. French, *a.* from Boston for Wilmington, N. C.
Sarah J. Fort, *w.* from Hoboken for Boston.
S. & E. Corson, *w.* from Philadelphia for Boston.
M. E. Eldridge, *b.* from Philadelphia for Boston.
Nellie Bell, *a.* from Portland for New York.
Herbert Manton, *a.* from Boston for New York.
Convoy, *b.* from Rockland for New York.
Henrietta, *a.* from Pensacola for New York.
J. Middleton, Jr., *f.* from Jacksonville for Demerara.
Tunis Bodine, *f.* from Hoboken for Providence.
Chas. A. Jones, *f.* from Charleston for Woods Hole.
Malta, *w.* (on Kent Island, Md.)
Mansfield, *a.* from Rockland for New York.
Alice M. Lewis, *w.* (Fisherman).
Brazos, *f.* from New York for Philadelphia.
Nadab, *a.* from Philadelphia for Newburyport.
Buena Vista, *f.* (at Lake Ponchartrain).
L. S. Barnes, *w.* from Wiscasset for Boston.
Frances, *w.* from San Francisco for Point Reyes.
Jamestown, *a.* from Baltimore for Salisbury.
Katie, *a.* from Barbados for Boston.
Odeon, *f.* from Rockland for Boston.
Speedwell, *a.* (off Mosquito Coast).
Bennington, *a.* from Boston for Havana.
J. W. Peasley, *a.* from New York for St. Johns, N. F.
T. T. Tasker, *a.*

The Bureau Veritas publishes the following statistics of vessels of all nationalities reported lost during the month of

FEBRUARY, 1879.

Sailing Vessels:—76 English, 18 American, 15 Italian, 13 German, 8 Austrian, 8 Norwegian, 6 French, 4 Danish, 4 Dutch, 3 Greek, 3 Portuguese, 2 Spanish, 1 Mexican, 1 Russian, 1 Swedish, 1 Turkish, 5 of which the nationality is unknown; total: 169. In this number are included 24 vessels reported missing.

Steamers:—11 English, 1 Austrian, 1 Chilian, 1 Spanish, 1 French, 1 Japanese; total: 16. In this number are included 3 steamers reported missing.

MARCH, 1879.

Sailing Vessels:—46 English, 22 German, 13 Norwegian, 11 French, 10 American, 9 Italian, 5 Dutch, 3 Swedish, 2 Austrian, 2 Spanish, 2 Greek, 8 of which the nationality is unknown; total: 133. In this number are included 18 vessels reported missing.

Steamers:—9 English, 2 Spanish, 1 German; total: 12. In this number is included 1 steamer reported missing.

Receipts for April, 1879.

MAINE.

Bath, Winter St. Cong. church.....	\$25 55
Biddeford, 2nd Cong. church.....	13 61
Lubec, U. S. L. S. Service, Dis. 1, Station No. 1, H. H. Myers, Keeper....	4 00

NEW HAMPSHIRE.

Bedford, Legacy, James French.....	48 71
Bristol, Cong. church.....	2 77
Concord, Ladies' Seamen's Friend Society, for library.....	20 00
Greenville, for lib'y in memoriam Bell Scriptures, by Amos Scriptures.....	20 00
Nashua, Olive St. church and Soc'y..	17 22
1st Cong. church.....	13 68
Northwood, Cong. church.....	3 00

MASSACHUSETTS.

Boston, Thomas D. Quincy.....	10 00
Danvers, Maple Street church.....	14 40
East Medway, Cong. church.....	10 54
Gardner, Cong. church.....	10 00
Globe Village, Cong. ch., of wh. S. S. \$20 for library.....	33 70
Granby, Mrs. J. Church's S. S. class, for library.....	10 00
Leominster, Cong. church, of wh. \$10 for library.....	24 65
Longmeadow, Gents' Benev. Soc'y..	17 45
East Cong. church.....	11 50
Manchester, Cong. church.....	15 90
Maplewood, Cong. ch., for library.....	20 00
Marshallfield, Cong. church.....	14 56
Medway Village, Cong. church.....	12 30
Monson, Mrs. N. M. Fields, S. S. class for library.....	12 00
Cong church.....	5 24
North Leominster, L. Woods, S. S. class, for library.....	20 00
Oxford, Cong. church.....	9 83
Peabody, South church.....	26 18
Plympton, Cong. church.....	1 75
Rockland, Cong. church.....	75 00
Springfield, South church, add'l.....	6 32
South Wellfleet, Alvin A. Paine.....	1 00
Swampscott, Cong. ch., for libraries..	40 00
Wakefield, Henry Fisher's S. S. class, for library.....	20 00
Whitinsville, estate E. W. Fletcher, pr. Chas. P. Whitin, Exer.....	50 00
Wilbraham, Cong. church.....	7 24
Woburn, Cong. church.....	33 19
Worcester, Old South, Monthly Concert.....	9 63
Brig Bigelow, Capt. Anderson.....	1 00
Brig Eureka, Capt. Doane.....	1 00

RHODE ISLAND.

Providence, Central Cong. church....	26 00
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CONNECTICUT.

Ansonia, Cong. church, add'l.....	4 42
Clinton, Cong. church.....	16 50

Greenwich, T. S. Pinneo, for Linsley library.....	20 00
Middletown, 1st Cong. church.....	59 17
Naugatuck, Cong. church.....	10 00
Stamford, Cong. church.....	22 76
Thomastown, Cong. church.....	22 72
Waterbury, 2nd Cong. church.....	108 30
West Haven, Cong. ch., S. S. for lib'y.	20 00
Wethersfield, S. S. Cong. church, Miss Stillman's class, for library.....	20 00
Windham, Cong. church.....	15 36

NEW YORK.

Bridgehampton, U. S. L. S. Stations, Dis. 3, through Henry E. Hunting, Supt.....	30 00
Brooklyn, Pilgrim church, R. P. Buck, \$100; the Misses Thurston, \$20; G. H. Nichols, and Mrs. H. M. Remington, each \$20 for library.....	367 09
Nathan Stephens, for library.....	20 00
Cooperstown, W. W. Lord.....	10 50
East New York, Reformed church...	7 83
Fayetteville, S. S. Pres. church.....	10 00
Hastings-on-the-Hudson, James Bowler, for library.....	20 00
Madison, Cong. church.....	2 00
New York City, Broadway Tabernacle Missionary Ass'n., for libraries.	40 00
Jonas Marsh Libbey, for libraries..	40 00
Prot. Epis. ch., Seamen's Mission, for libraries.....	40 00
Cyrus W. Field, to const. self a L. M.	30 00
Robert Gordon.....	25 00
S. Humphreys.....	25 00
Arnold, Constable & Co.....	25 00
Mrs. James Brown.....	20 00
13th Street Pres. ch., Miss'y Ass'n, for library.....	20 00
Admiral S. W. Godon, U. S. N.....	10 00
Willard Parker, M. D.....	10 00
Hoyt Bros.....	10 00
Mrs. P. Bullard.....	10 00
D. D. Lord.....	10 00
Wm. Alex'r Smith.....	10 00
T. A. Brouwer.....	10 00
R. Irvin.....	10 00
S. D. Babcock.....	10 00
A. Norrie.....	10 00
Alfred C. Post, M. D.....	5 00
Edward H. Peaslee, M. D.....	5 00
Isaac N. Phelps.....	5 00
N. Fisher.....	5 00
Lewis T. Lazell.....	5 00
Charles G. Landon.....	5 00
A. Hall.....	5 00
W. W. Niles.....	5 00
Three Friends.....	5 00
Capt. Montgomery, brig <i>Alice</i>	10 00
Capt. Bragdon, schr. <i>Clifford</i>	5 00
Perry, Pres. church.....	5 00
Rome, 1st Pres. church.....	10 55
Southampton, Pres. church.....	30 60
West Winfield, Cong. church.....	5 25

NEW JERSEY.

Belvidere, 1st Pres. church.....	7 20
Madison, Loantaka S. S., for library..	20 00
Newark, Lewis C. Grover, Esq.....	5 00

PENNSYLVANIA.

Bloomsbury, Mrs. Mary L. Neal.....	5 00
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OHIO.

Oberlin, Mrs. E. S. Mead's S. S. class, for library.....	4 48
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\$2,028 65

Gloucester Sufferers.—Special.

New Haven, Ct., R. J. Fellowes.....	\$20 00
Morrisania, N. Y., Widow's Mite.....	2 00



Cast thy bread upon the waters: for thou shalt find it after many days.—Ecc. II: 1.

A German Story.

In a castle on the Rhine, in the most beautiful part of Germany, about forty years ago there lived a man of noble character, with his only son, who was a comfort to his father, and a blessing to his people.

On a certain occasion, this young man being from home, there came a French gentleman to see the father. As soon as he came into the castle, he began to talk of God in terms that chilled the old man's blood, on which he reproved him, saying, "Are you not afraid of offending Him who reigns above, by speaking in such a manner?"

The gentleman said that he knew nothing about God,—he had never seen him.

The old man did not notice the reply at this time, but the next morning took occasion first to show a beautiful picture which hung on the wall.

"My son drew that picture," said he.

"Then your son is a very clever man," replied the gentleman.

Going into the garden the visitor was shown many beautiful flowers and plants.

"Who has the ordering of the garden?" said the gentleman.

"My son," was the reply, "he knows every plant, I may say, from the cedar Lebanon to the hyssop on the wall."

"Indeed," said the gentleman, "I shall think very highly of him, soon."

He then took him into the village, and showed him a small, neat cottage, where his son had established a school and where he caused all the poor orphans to be nourished at his own expense.

The children in this house looked so happy and innocent that the French gentleman was very much pleased, and when he returned to the castle he said to his host.

"What a happy man you are to have such a good son."

"How do you know I have a good son?"

"Because I have seen his works, and I know he must be both clever and good if he has done all you have shown me."

"But you have never seen him."

"No; but I know him very well, because I judge of him by his works."

"You do; please come to this window; and tell me what you see from it."

"Why, I see the sun shedding its glories over one of the greatest countries in the world; and I behold a river at my feet, and a vast range of woods; and I see pasture grounds, and orchards, and vineyards, and cattle and sheep feeding in green fields, and many cottages here and there."

"And do you see anything to be admired in all this? Is there anything pleasant or lovely or cheerful in all that is spread before you?"

"Do you think I want common sense? or that I have lost the use of my eyes, my friend?" said he somewhat angrily, "that I should not be able to relish the charms of such a scene as this?"

"Well, then," said the good man, "if you are able to judge of my son's good character by seeing his works, how does it happen that you form no judgment of the goodness of God, by witnessing such wonders of his handiwork as are now before you? Let me never hear you, my friend, say again that you do not know God, unless you would have me suppose that you have not the use of your senses."

Tom's Victory.

"That Ned Lane," said Tom Bixby, doubling up his fist and stamping his feet, "is a mean, spiteful, wicked boy. I wish he was dead, I do!"

Then Tom broke down and fairly burst into tears. His mother, who had heard his angry words, came out to the garden to see what had caused them. She, too, was indignant at what she saw. There was Tom's pet doggie, Fawn, stretched out stiff and cold on the grass. Around his neck a string was tied, from which dangled a card. On it these words were written, in a scraggly, blotted hand:—

"He'll never chase my chickens no more.—NED LANE."

"Oh, mother," cried Tom, "look at poor, poor Fawn! See what that cruel Ned has done! Oh how I hate him! I'll be revenged!"

Fawn had been a favorite with all the Bixby family, and in spite of the fact that he would pursue chickens and tear the dresses of passing ladies, or catch and hide away stockings and handkerchiefs when they were laid upon the grass to bleach, Mrs. Bixby had borne with

him. She had hoped that his youthful faults would be cured in time. She knew that Ned Lane had been made very angry because of the loss of two rare fowls which Fawn had shaken and torn to pieces, and she felt that Fawn had been a great annoyance to the neighbors,—a great transgressor. But what to do with Ned was question, for Tom's heart was almost broken.

"Tom," she said, "you say you hate Ned. Do you wish what I heard you say just now,—to be really revenged?"

"Yes, mother; I want to see him suffer. I wish all his chickens were gone."

"Ned has done a cruel deed, and I do not wonder that you are very deeply grieved; but, my son, he that hateth his brother is a murderer."

"He's not my brother."

"In one sense he is; yet I am sure you do not mean that you would really like to see him dead and cold like your dog. If you think of the meaning of your words, I am sure you wish him no such ill. I think there is a way by which you can make him very sorry for this, and yet keep your own self-respect."

The gentle tones won their way to Tom's heart. He sat down by his mother, and she passed her soft hand over his hot brow and soothed him tenderly. Then she gave him her plan for being "quits," as he called it, with Ned, and for getting the victory.

The next day, when Ned Lane met Tom Bixby on his way to school, he was rather mortified to hear nothing about Fawn. He was prepared to defend himself if attacked, but Tom passed on in silence. He tried to say, "Hallo, Ned!" but failed in the attempt. All the morning, however, when the boys were in their classes together, Tom looked and acted as usual, and at recess he engaged heartily in games with the other boys.

When Ned, feeling more and more uncomfortable, went home to dinner, a surprise awaited him. A superb pair of Brahmapootra fowls had arrived, with a string and card attached:

"For those my poor Fawn chased.—
TOM BIXBY."—*Angel of Peace.*

Loan Library Reports.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858—9, to April 1st, 1879, was 6,502; and the reshipments of the same for the same period were 6,144. The number of volumes in these libraries was 349,328, and they were accessible to 254,295 men. Eight hundred and ninety-three libraries, with 32,148 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 101,680 men.

During April, 1879, ninety-five loan libraries, thirty new, and sixty-five refitted, were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,512, and 6,621 to 6,642, inclusive, at New York; with Nos. 5,158, 5,159, 5,160, 5,161, 5,162, 5,163, and 5,164, at Boston.

The sixty-five libraries refitted and reshipped were:—

Nô. 944,	No. 2,810,	No. 4,018,	No. 4,746,	No. 5,025,	No. 5,360,	No. 5,806,	No. 6,036,	No. 6,498.
" 1,557,	" 2,848,	" 4,067,	" 4,747,	" 5,069,	" 5,381,	" 5,818,	" 6,131,	
" 1,971,	" 3,399,	" 4,132,	" 4,758,	" 5,070,	" 5,517,	" 5,848,	" 6,252,	
" 1,980,	" 3,427,	" 4,560,	" 4,853,	" 5,117,	" 5,547,	" 5,863,	" 6,261,	
" 2,039,	" 3,741,	" 4,598,	" 4,893,	" 5,127,	" 5,661,	" 5,888,	" 6,376,	
" 2,138,	" 3,814,	" 4,630,	" 4,917,	" 5,311,	" 5,693,	" 5,919,	" 6,377,	
" 2,154,	" 3,916,	" 4,702,	" 4,933,	" 5,357,	" 5,728,	" 5,938,	" 6,432,	
" 2,731,	" 3,920,	" 4,743,	" 5,023,	" 5,359,	" 5,770,	" 5,985,	" 6,496,	

Matters of Interest in Library Work.

CHILDREN SEND GREETING WITH THEIR LIBRARY.

A teacher sending us twenty dollars for a library, to go out in the name of her class in the S. S. of Congregational Church, at Wethersfield, Conn., says:—

"Can the enclosed letter be fastened to the door of the Library case? The boys wanted to communicate directly with the sailors, and I could devise no other way." We print the boys' letter below; it was placed as was asked,—and we add that we are always pleased to receive and comply with such requests.

God is our refuge and strength, a very present help in trouble. Ps. xlv: 1.

Dear Sailors:—

Perhaps you will care more for these books if you know who sends them to you, and something about us.

We are a Sunday-School class of eight boys, from twelve to fifteen years of age, and we have earned the money for this library ourselves, by raising and selling pop corn. At a fair we made \$10, since then we have raised the rest in different ways. Now we are very much interested in you and in the books, and hope they will really help you to be good. We would be glad if you would write us something about yourselves and how you like the library.

Ellie R. Wolcott, Robert W. Robbins, Jerry B. Standish, Marshall S. Loveland, Herbert W. Wells, Edward S. Tillotson, Wm. F. Wells, George Crane.

Alice W. Stillman, *Teacher.*

Wethersfield, Conn.

He that is faithful in that which is least, is faithful also in much. Luke xvi: 10.

A Bird's Nest.

There is a pretty nest in the museum of Brown University, which shows what wisdom God can give to a little bird. The nest was hung by strings, so the babies would be rocked to sleep by every breeze. But as they grew heavier the

mother-bird found that her twig was too weak. So she looked around until she found a stout cord. This she wove around the nest, and then hung it up to a strong limb overhead. This steadied it and made all safe.

A Little Talk to Boys.

When I meet you everywhere, boys,—on the street, in the cars, on the boat, at your own homes, or at school,—I see a great many things in you to admire. You are earnest, you are merry, you are full of happy life, you are quick at your lessons, you are patriotic, you are brave, and you are ready to study out all the great and curious things in this wonderful world of ours. But very often I find one great thing lacking in you. You are not quite gentlemanly enough. There are so many little actions which help to make a true gentleman, and which I do not see in you. Sometimes when mother or sister comes into the room where you are sitting in the most comfortable chair, you do not jump up and say, "Take this seat, mother," or "Sit here, Annie," but you sit still and enjoy yourself. Sometimes you push past your mother or sister, in the doorway from one room to another, instead of stepping aside politely for them to pass first. Sometimes you say "the governor," or "the boss," in speaking of your father; and when he comes in at night you forget to say, "Good evening, Sir." Sometimes when mother has been shopping, and passes you on the corner, carrying a parcel, you do not step up and say, "Let me carry that for you, mother;" but keep on playing with the other boys. Sometimes when mother or sister is doing something for you, you call out, "Come, hurry up!" just as if you were speaking to one of your boy companions. Sometimes when you are rushing out to play, and meet a lady friend of mother's just coming in at the door, you do not lift your cap from your head, nor wait a moment till she has passed in.

Such "little" things, do you say? Yes, to be sure; but it is these very little acts—these gentle acts—which make gentlemen. I think the word *gentleman* is a beautiful word. First, *man*—and that means every thing brave, and strong,

and noble; and then *gentle*—and that means full of all these little kind, thoughtful acts of which I have been speaking. A gentle man! Every boy may be one if he will. Whenever I see a gentlemanly boy I feel so glad and proud! I met one the other day, and I have been happier ever since.—*Up-Stairs.*

"Cheer Him."

At a fire in a large city, while the upper stories of a lofty dwelling were wrapped in smoke, and the lower stories all aglow with flame, a piercing shriek told the startled firemen that there was some one still in the building in peril. A ladder was quickly reared, and diving through the flames and smoke until it touched the heated walls, when a brave young fireman rushed up the rounds on his errand of mercy. Stified by the smoke, he stopped, and seemed about to descend. The crowd was in agony, as a life seemed lost, for every moment of hesitation appeared an age.

While this shivering fear seized every beholder, a voice from the crowd pealed out, "Cheer him! cheer him!" and a wild "hurrah" burst from the excited spectators. As the cheer reached the fireman, he started upward through the curling smoke, and in a few moments was seen coming down the ladder with a woman in his arms. That cheer did the work.

How much we can do to help the brave ones who are struggling with temptation, or almost fainting in their effort to do good to others! Don't find fault with your brother in his trial, but "Cheer him." Give him a word that shall urge him on in the way, and, if you can't help him in any other way, give him a *cheer*.

American Seamen's Friend Society.

R. P. BUCK, *President.*

Rev. S. H. HALL, D. D., *Cor. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent.*

80 Wall Street, New York.

District Secretary:—

Rev. S. W. HANKS, Cong'l House, Boston.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he at the same time declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sts.....	Boston " " "	B. F. Jacobs.
PHILADELPHIA, 422 South Front St.....	Penn. " " "	C. F. Bowman.
WILMINGTON, cor. Front & Dock Sts.....	Wilm. Sea. Friend Society.	Capt. J. F. Gilbert.
CHARLESTON, S. C.....	Charleston Port Society....	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " " "	
HONOLULU, S. I.....	Honolulu " " "	E. Dunscombe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rhode
4 Catharine Lane, (Colored).....	do. " " "	G. F. Thompson.
BOSTON, N. Square, Mariners House...	Boston Seamen's Aid Soc'y	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St.....	Seamen's Aid Society.....	John Stevens, Supt.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street.....	" " " "	Miss Ellen Brown.
GALVESTON, Texas, cor. Strand & 26 St.	" " " "	

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison...	New York Port Society....	Rev. E. D. Murphy.
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	" Robert J. Walker.
Foot of Hubert Street, N. E.....	" " " "	" H. F. Roberts.
Open air Service, Coenties Slip.....	" " " "	" Isaac Maguire.
Oliver, cor. Henry Street.....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	" E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society...	" E. O. Bates.
" " " " " "	" " " "	" T. D. Williams.
BUFFALO.....	" " " "	" P. G. Cook.
ALBANY, Montgomery Street.....	Methodist.....	
BOSTON, cor. Salem & N. Bennet Sts...	Boston Sea. Friend Society.	" S. H. Hayes.
North Square.....	Boston Port Society.....	" Cyrus L. Eastman.
Cor. Commercial and Lewis Sts...	Baptist Bethel Society....	" H. A. Cooke.
Parmenter Street.....	Episcopal.....	" J. P. Pierce.
PORTLAND, ME., Fort St. n. Custom H.	Portland Sea. Fr'nd Soc'y..	" F. Southworth.
PROVIDENCE, R. I., 52 Wickenden St...	Prov. Sea. Friend Society..	" J. W. Thomas.
NEWPORT, R. I., 51 Long Wharf.....	Individual Effort.....	" C. H. Malcom, D. D.
NEW BEDFORD.....	New Bedford Port Society.	" J. D. Butler.
PHILADELPHIA, c. Front & Union Sts...	Presbyterian.....	" Vincent Group.
Cor. Moyamensing and Washing- ton Avenues.....	Methodist.....	" William Major.
Catharine Street.....	Episcopal.....	" W. B. Erben.
Front Street, above Navy Yard...	Baptist.....	" Joseph Perry.
BALTIMORE, cor. Alice & Anna Sts.....	Seamen's Un. Bethel Soc'y.	" Chas. McElfresh.
Cor. Light and Lee Streets.....	Baltimore S. B.....	" R. R. Murphy.
NORFOLK.....	American & Norfolk Sea. } Friend Societies }	" E. N. Crane.
WILMINGTON, N. C.....	Wilmington Port Society...	" James W. Craig.
CHARLESTON, Church, n. Water St.....	Amer. Sea. Friend Soc'y...	" Wm. B. Yates.
SAVANNAH.....	" " " "	" Richard Webb.
MOBILE, Church Street, near Water...	" " " "	
NEW ORLEANS.....	Amer. Sea. Friend Soc'y...	" L. H. Pease.
SAN FRANCISCO, Cal.....	" " " "	" J. Rowell.
PORTLAND, Oregon.....	" " " "	" R. S. Stubbs.

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall-Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President.*
Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

CAPT. NATH'L BRIGGS, *Vice President.*
L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to save their souls. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILLI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the *SAILORS' MAGAZINE* and *SEAMEN'S FRIEND*, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the *SEAMEN'S FRIEND*, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the *LIFE BOAT* for the use of Sabbath-schools.

3.—**LOAN LIBRARIES**, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries, among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It usually places the library in charge of the Captain of the vessel. (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, to January 1st, 1879, is 6,426, containing 342,228 volumes. Calculating 5,545 re-shipments, they have been accessible to more than 251,670 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of *SAILORS' HOMES*, *READING ROOMS*, *SAVINGS' BANKS*, the distribution of *BIBLES*, *TRACTS*, &c.

The *SAILORS' HOME*, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The *SAILORS' MAGAZINE* is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.